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7 May 1962

**SUBJECT:** Visits to Elmendorf and Eielson AFB's, 14-17 April 1962  
(Project OXCART)

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**USAF review(s)  
completed.**

in E282

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This document contains information  
31B00879R001000090031-2  
relating to Present subject

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25X1 Anchorage to Eielson several possible means were explored, including pipeline, motor fuelers and railroad tankers, all from Anchorage. There seemed to be general agreement that railroad tankers via Fairbanks could best meet our requirement. Consideration was also given to the means of delivery to Anchorage from Seattle. Three possibilities were mentioned: seagoing tanker, motor fuelers up the Alaskan Highway or railroad tankers loaded on barges. While still at Elmendorf, [ ] met with the base POL specialist.

5. These meetings were concluded by 1400 hrs at which time Gen. Bowman provided the party his C-54 for the trip to Eielson. Prior to our departure Gen. Bowman called the Eielson Base Commander, Col. Stephen W. Henry. As agreed with the party beforehand, Col. Henry was only told that several Hqs. USAF representatives would visit him to discuss a fuel R&D program he would be called upon to support.

6. The party arrived at Eielson at 1545 hrs and met with Col. Henry for about an hour. It was explained to Col. Henry that Hqs, USAF is sponsoring a program under which certain special fuels, similar to JP-6, will be stored at Eielson to develop experience in storage and handling techniques under the extreme temperature conditions peculiar to Eielson. Col. Henry accepted this explanation without question and indicated he would provide whatever support was required. It was also mentioned to Col. Henry that there would be a requirement for a heated building wherein several special flightline fuelers could be stored along with certain ground support equipment.

7. On 17 April 1962 the party was met by Lt. Col. James F. Conti, the Base Engineer, and driven to his office. Col. Conti had been briefed by Col. Henry. Col. Conti displayed drawings of the base, including the POL and flightline areas. Thereafter the party was taken on a tour of the Base.

8. These discussions and the tour produced the following information and conclusions. None of the existing fuel storage facilities are suitable for our purposes. Existing storage tanks and delivery systems could be modified but there was doubt regarding Eielson's ability to release the facilities. Thus, the conclusion, we should construct the facilities ourselves. The base engineer recommended that the tanks be erected on an area of ground, that has already been prepared for construction which is adjacent to their POL area. The site recommended will provide rapid and direct access to the aerial tanker ready area. He identified a paved pad in the ready area complex where tankers supporting our flying activity could park to be fueled. The ready area is approximately one-fourth of a mile from the POL area. The engineer also recommended that a

Butler building for fueler and GSE storage be erected on the ground adjacent to the pad on which the tanker would be parked. Col. Conti volunteered that he and his staff would be available to lend whatever assistance they could. He felt they could advise the activity, letting the contractor, with regard to construction techniques peculiar to this area of Alaska, and also they might provide the inspection called for under the contract.

9. With regard to the security aspects of this situation, the following comments are made. The location of the facilities as described above is desirable. It is remote from other activities on the base, including the SAC U-2 hangar which is on the other end of the flightline. The POL area is regularly patrolled by AP's. By identifying our area as one requiring close attention by the AP's, and adding fencing and lighting around our fuel storage, the physical security should be adequate.

10. All containers used in moving the fuel from the refinery in Wood River, Illinois to the tanks at Eielson would have appropriate seals that would be inspected at each transfer point. It is understood that certain basic tests can be performed on fuel samples to reach a determination about contamination. These tests could be performed at Eielson by the USAF POL supervisor.

11. As a means of expediting commencement of construction and doing it in a manner that will not involve too many people, it was proposed by [ ] that the Air Force transfer funds to the Agency. DFD then would contract with [ ] who would be responsible for the construction. [ ] felt this could be done with one additional clearance at [ ] Incidentally, [ ] is now constructing storage tanks at [ ] and these same [ ] personnel could be moved to Eielson to supervise the construction there.

RFB/ey

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